

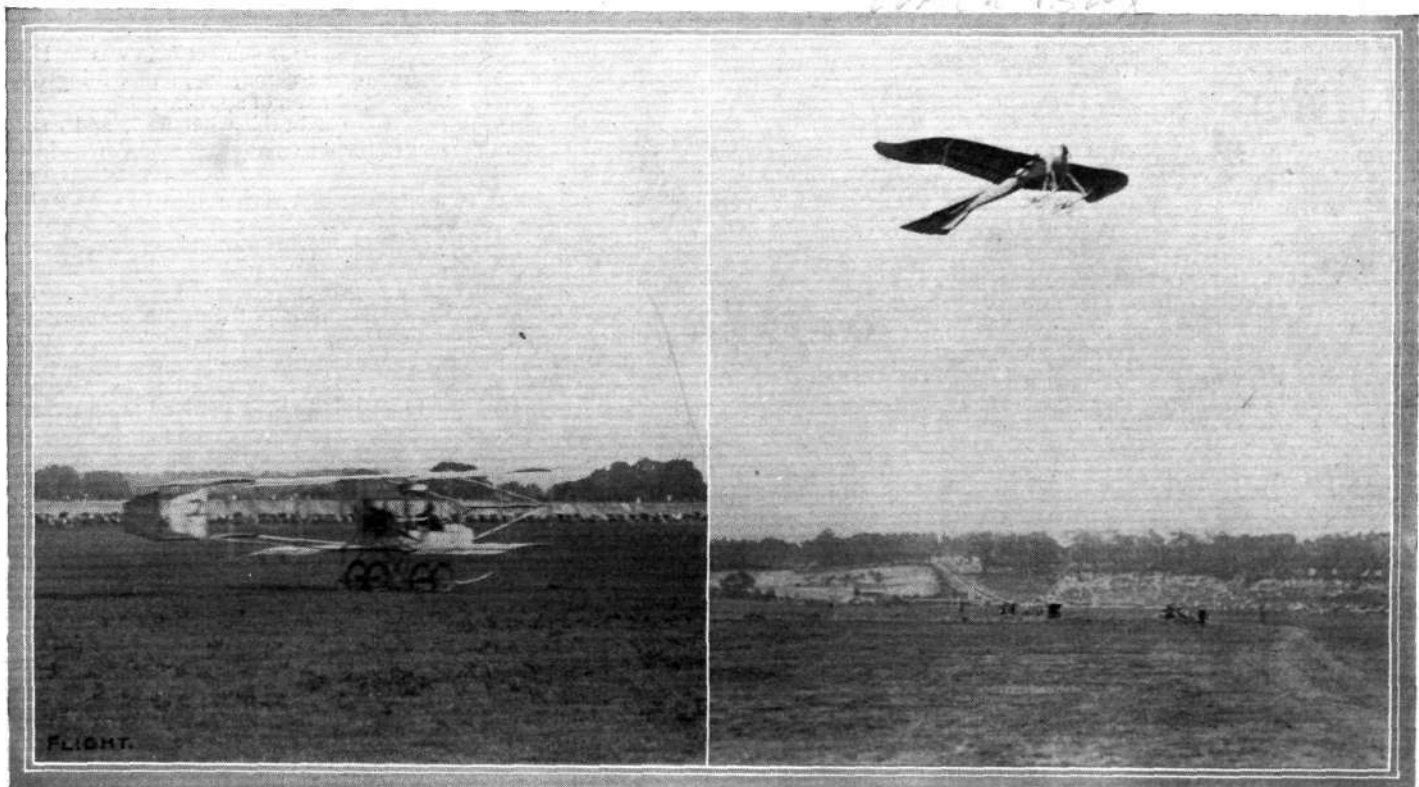
Valentine making his rapid rise and turn on the Deperdussin.

Gordon England an abortive
 Pixton making a good start on the Bristol.

"Flight" Copyright.
 Cody well away for the first section to Hendon.

Lieut. Cammell took his turn at 4.28, and after getting well away was compelled to come down on Hounslow Heath through engine trouble. Audemars, on a Blériot, followed Cammell, and made a clean flight to Hendon, although soon after passing beyond the track he appeared to be steering too northerly a course. Following him was James Valentine, on a Deperdussin, a silent interest being evident in his start owing to its being a sister machine to Lieut. Porte's. But no "get away" for the day was finer than Valentine's. He rose sharply, and with a marvellous right turn he was chasing Audemars, and appeared to be overhauling

him with great rapidity. Gordon-England was quite unable to get up on his biplane when next sent off, owing to engine trouble, although his continued efforts were deserving of a better fate. C. P. Pizey, who was next away, made a longish trip due south before turning back and flying over the hangars for Hendon. Howard Pixton's get away on his Bristol machine was undoubtedly the best start of the biplanes so far, and his quick turn and direct steering for Hendon brought out a round of applause. S. F. Cody, flying very low, came in for very hearty greeting as he piloted his biplane round the back of the hangars for his turning



Compton Paterson taking his run off on the "Baby" Grahame-White.

"Flight" Copyright.
 Lieut. Bier, with his passenger, starts away on the Etrich.

DAILY MAIL CIRCUIT OF BRITAIN.